PM Conformity Hot Spot Analysis
Project Summary Form for Interagency Consultation

RTIP ID# *(required)* RIV 001203 and RIV 990727

TCWG Consideration Date

Project Description *(clearly describe project)*

Widen Indian Canyon Drive for a distance of approximately 1,219 meters (4,000 feet) south of its intersection with Garnet Avenue (south of I-10) in accordance with Department and FHWA regulations and standards. The Indian Canyon Drive Bridge, which crosses over the Union Pacific Railroad tracks, would be widened. See Figures 1-1, 1-2, and 1-3.

The Build Alternative (Locally Preferred) proposes to expand Indian Canyon Drive from its current width of 10.5 meters (34 feet) at the two lane locations to 26 meters (86 feet) to provide three traffic lanes in each direction. The existing two-lane bridge over the Union Pacific Railroad tracks would be widened on the west side to accommodate the additional lanes. The bridge is currently a three-span, concrete deck structure with steel girders. The project would stay within existing right-of-way boundaries and would keep the east edge of the existing pavement mostly in place. The roadway would be expanded primarily along the west side. The existing bridge structure would also be widened on the west side. A maximum 6.7-meter-high (22-foot-high), 218-meter-long (714-foot-long) retaining wall would be required on the west side of the road, to the south of the bridge, between Palm Springs Station Road and Indian Canyon Drive.

Type of Project *(use Table 1 on instruction sheet)*

Change to existing regionally significant street

County
Riverside

Narrative Location/Route & Postmiles
The project is located in the northern portion of Palm Springs, Riverside County, California. The subject road segment extends from Garnet Avenue to approximately 262 meters (860 feet) south of Palm Springs Station (Figures 1-1 and 1-2). The northern project boundary begins just south of Interstate 10 (I-10) at the intersection of Garnet Avenue and Indian Canyon Drive.

Caltrans Projects – EA# 965100

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:
November 2008

NEPA Delegation – Project Type *(check appropriate box)*		
Exempt	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	In progress	2008	2009	2009
End	Nov 2008	2008	2009	2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to improve current and future traffic capacity and Level of Service (LOS). The roadway segment was calculated to have LOS C in 2001 (KOA 2002). Modeling established that this LOS will quickly deteriorate to LOS F. The proposed project is intended to reestablish traffic operation on the roadway segment to LOS C and to maintain this level until 2030.

Indian Canyon Drive and I-10 in the vicinity of Indian Avenue are fast-growing transportation corridors in the Coachella Valley. Continued development in the immediate area has necessitated the reconfiguration of the I-10/Indian Avenue interchange and the widening of Indian Canyon Drive (Indian Canyon Drive becomes Indian Avenue north of its intersection with I-10). The County of Riverside has designated Indian Canyon Drive as a 39-meter-wide (128-foot-wide) Arterial in their General Plan. The Federal Highway Administration (FHWA) and the California Department of Transportation (Department) have designated Indian Canyon Drive as a National Highway System Connector from I-10 to the Palm Springs Regional Airport. The Palm Springs General Plan has designated Indian Canyon Drive as a 34-meter-wide (110-foot-wide) Major Thoroughfare.

Indian Canyon Drive provides access to a new Amtrak train station, via Palm Springs Station Road, that was constructed to serve the western portion of the Coachella Valley. A Foreign Trade Zone is planned adjacent to the train station that is predicted to attract a high volume of truck traffic. There is also an existing truck stop on the northwest quadrant of the Garnet Avenue/Indian Canyon Drive intersection. The Indian Canyon Drive/Garnet Avenue intersection is currently congested during peak periods, resulting in lengthy queues. Average daily traffic on Indian Canyon Drive between Garnet Avenue and Palm Springs Station Road is forecast to more than double from the 2001 baseline traffic volumes by the Year 2015. Volumes are projected to continue to increase through 2025.

Roadway segment traffic operation was modeled at LOS C in 2001. Forecasting of future volumes and modeling of the resulting operational conditions indicates a rapid deterioration to LOS F that would continue to worsen over time. The proposed project is needed to restore current roadway segment operation to LOS C and to maintain this level until 2030.

An additional factor establishing the need for the project is the existing poor sufficiency rating of the Indian Canyon Drive Bridge. The Highway Bridge Replacement and Rehabilitation Program (HBRRP) states that the intent of the program "…is to rehabilitate or replace bridges that are unsafe because of structural deficiencies, physical deterioration, or structural obsolescence. Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads." Indian Canyon Drive Bridge spans the Union Pacific Railroad tracks. It qualifies for HBRRP funding because the structure received a sufficiency rating of 74 in the Department Structure Inventory and Appraisal Report. The primary reason for the poor sufficiency rating was a low geometry rating.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Several businesses, many of them freeway-oriented commercial enterprises, are located in the study area and in the immediate vicinity. Two fast-food restaurants and two gas stations are located at or near the Indian Canyon Drive/Garnet Avenue intersection. Other nearby businesses are a warehouse and a welding company.

Palm Springs Rail Station is located on the west side of Indian Canyon Drive and is accessed by Palm Springs Station Road.

To the south of the Build Alternative (Locally Preferred) site, the Whitewater River area precludes the construction of structures. About 2.7 kilometers (1.7 miles) to the south of Palm Springs Station Road is residential land use.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Opening year is 2010. The projected AADT for both Build and No Build scenarios is 12,525 northbound, 13,940 southbound, for a total of 26,465 AADT. Build and No Build LOS would be C and F respectively. Heavy truck fraction in 2002 was less than 1 percent, but an 8 percent value was conservatively used by the City for buildout traffic analysis. The 8 percent would result in an opening year truck volume of approximately 2,120.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
The horizon year is 2030. The forecast traffic volume for both Build and No Build scenarios is 21,109 northbound, 18,983 southbound, for a total of 40,092 AADT. Build and No Build LOS would be C and F respectively. Heavy truck fraction in 2002 was less than 1 percent, but an 8 percent value was conservatively used by the City for buildout traffic analysis. The 8 percent would result in an opening year truck volume of approximately 3,210.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The facility is not an interchange or intersection.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The facility is not an interchange or intersection.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

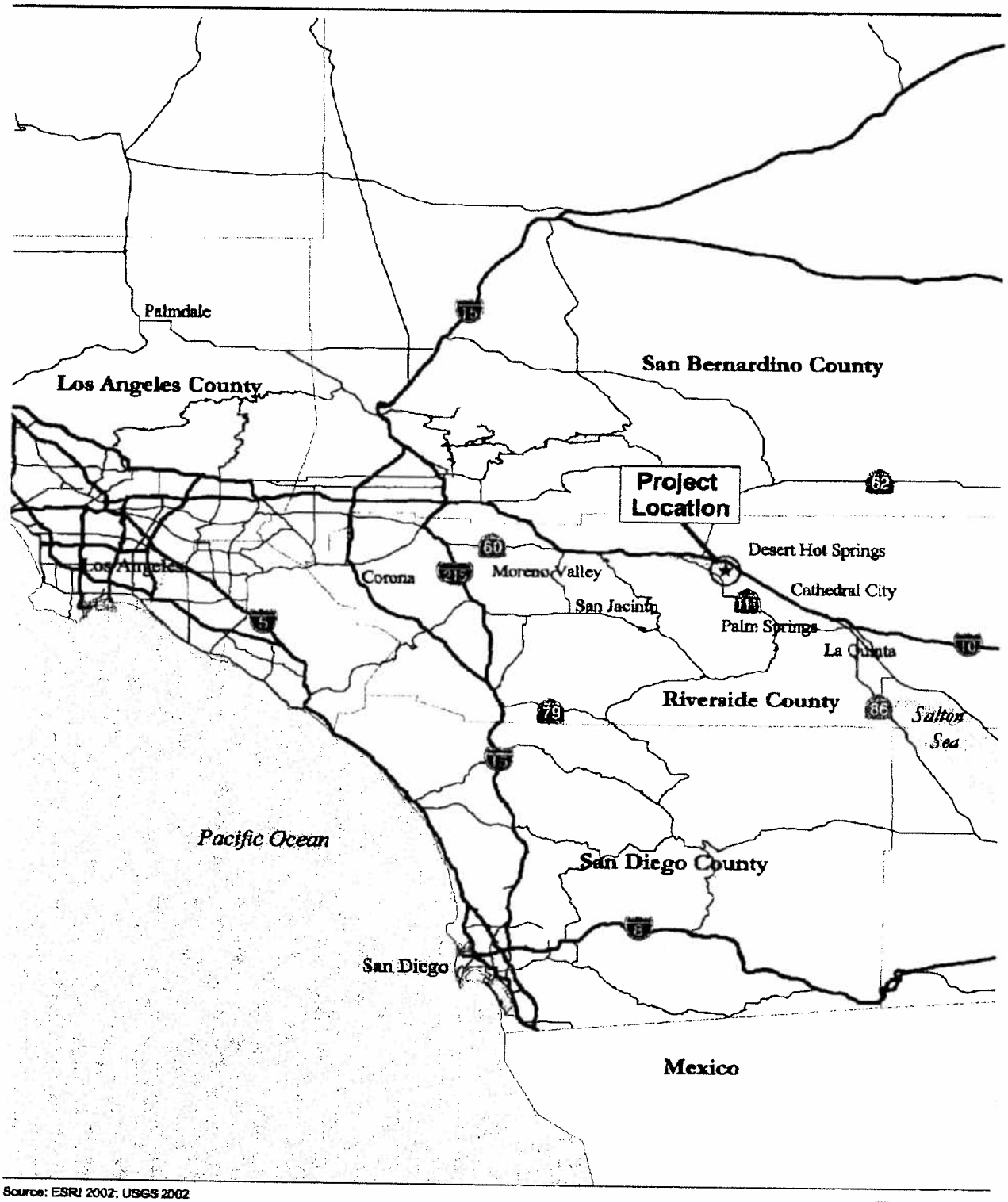
Widening of Indian Canyon Drive would provide congestion relief at the intersection of Indian Canyon Drive and Garnet Avenue. The intersection would operate at LOS C in both the AM and PM peak hours in the horizon year.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This project should be classified as **not a POAQC.** This conclusion is based on the following reasons:

The forecast horizon year volume of 40.092 AADT is well below the 125,000 AADT threshold suggested in the Final PM Hotspot document as an example of a highway that might be a POAQC. Similarly, the conservatively estimated horizon year truck volume of 3,210 AADT is well below the 10,000 AADT threshold suggested in the Final PM Hotspot document as an example of a highway that might be a POAQC.

The project would not cause an adverse impact to congested intersections or other transportation facilities.



Source: ESRI 2002; USGS 2002

20 0 20 Miles

Figure 1-1
Locality Map

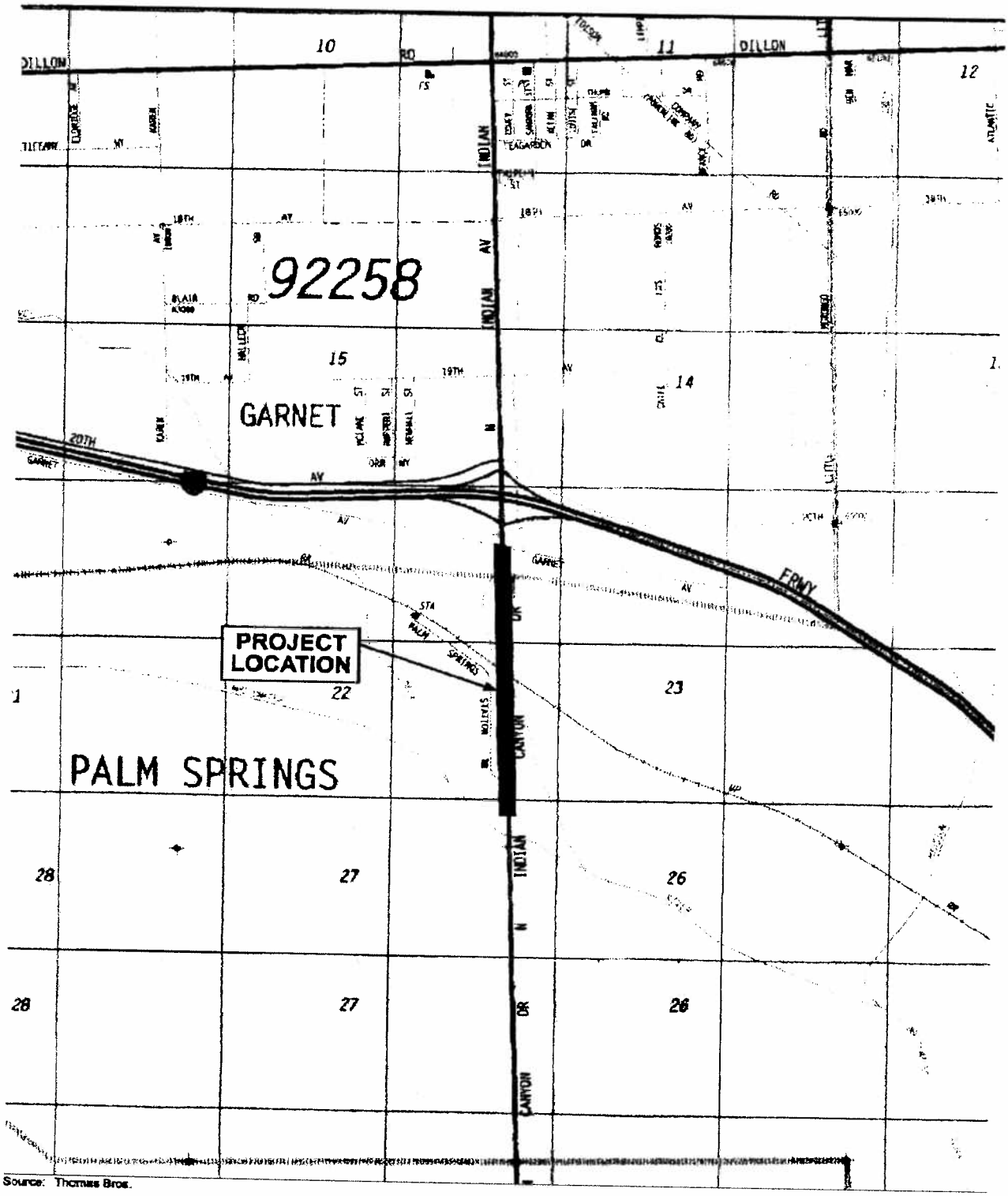


Figure 1-2
Vicinity Map

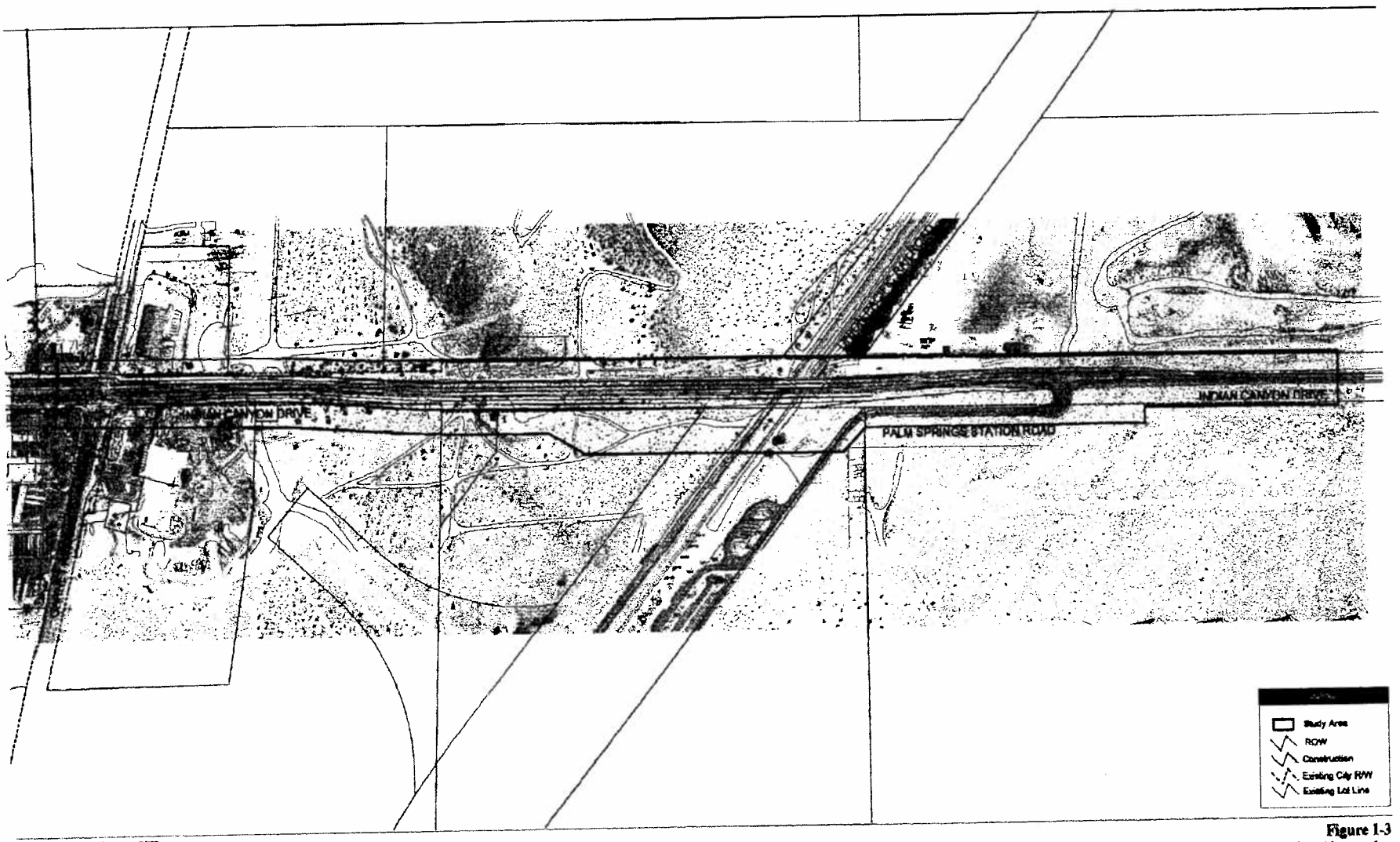


Figure 1-3
Proposed Action Alternative